3:Gt. Brit., Colonial Office G-3 (1938) 1940 MM1 Aden MM1

Motor Transport

On 31st December, 1938, there were 198 licensed public cars and 56 licensed omnibuses. The number of private cars was 404 and there were 86 licensed lorries and trucks.

The following statement shows the countries of origin of the above motor vehicles:—

	No. of vehicles.
1. British Empire	254
2. United States of America	413
3. French	9
4. Italian	44
5. German	24
Total	744

Trade with the interior is conducted mainly by camel caravans, but as roads and routes in the Aden Protectorate are being developed more and more cars and lorries are being brought into use.

Blue Tours.—A motor coach service in Aden known as the "Blue Tours" introduced for the conveyance and transport of passengers from ships is progressing satisfactorily. The three coaches in use have seating accommodation for 21 passengers each who are taken round the most important parts of the town and environs during the ship's stay in the harbour.

Post Office

The Postmaster at Steamer Point is responsible for the postal services under the general control of the Finance Officer. The offices in the Colony are situated at Steamer Point, Camp and Khormaksar. In addition there are sub-offices on Kamaran Island in the Red Sea and at Mukalla in the Eastern Aden Protectorate. The Hadhramaut has also a number of postal agencies.

Prior to the 1st April, 1937, Aden was included in the Indian Postal System and Indian postage stamps were used. As from the date mentioned, Aden became a separate postal administration with its own issue of stamps.

The stamp design includes a vignette of an Arab dhow, a type of craft which has been associated with Aden from time immemorial. The denominations of stamps are: Annas ½, ¾, 1, 2, 2½, 3, 3½ and 8; and rupees 1, 2, 5 and 10.

Aden, being on the main shipping route between Europe and the Far East, is an important office of exchange. Mails from Europe and India arrive weekly on the P. & O. mail steamer. Bags for British Somaliland are transhipped to local steamer sailings for Berbera. Mails for East Africa are unloaded and warehoused in

3:Gt. Brit. . Colonial Office G-3 (1938) 1940 MM1 Aden MM1

205 the Steamer Point Post Office until a suitable opportunity occurs to forward them to Mombasa, Tanga, Zanzibar or Dar-es-Salaam as the case may be. Mails are despatched to India and Europe weekly by the P. & O. mail steamers. Mails between Aden and the local Red Sea and the Aden Gulf ports are carried by the local steamers of Messrs. Cowasjee Dinshaw and Brothers and the Halal Shipping Company.

Aden is off the main trunk air routes from Europe to India and to Africa. Air mail letters for transmission to places served by Imperial Airways are sent to Egypt or India by steamer in the first instance.

The principal letter rates are :—

Inland and India—	
Not exceeding one tola	1 anna.
Each additional tola	½ anna.
United Kingdom and British Possession (participating air mail countries)—	
Not exceeding ½ oz.	1½ annas.
Each additional ½ oz.	1½ annas.
Other British Possessions (non-participating air mail)—	
Not exceeding 1 oz.	1½ annas.
Each additional oz.	1 anna.
Foreign Countries—	
Not exceeding 1 oz.	2½ annas.
Each additional oz.	1½ annas.
Registration Fee	3 annas.

Parcels are accepted for transmission directly or indirectly to nearly every country in the world, and a cash-on-delivery service operates with Great Britain and with India. Letters and parcels may be insured up to a value of Rs. 3,000.

Direct money-order services exist between Aden on the one side and Great Britain, India, Egypt, Sudan, Kenya and Uganda, Tanganyika, Zanzibar and the Italian East African Colonies on the other. Indirectly, money orders may be sent to nearly every country in the world. By far the greatest volume of traffic is between Aden and India. On an average about 873,000 rupees are remitted to India by money order annually.

British postal orders are on sale and are cashed at all sub-offices.

454 There is a Post Office Savings Bank. The amount standing to the credit of depositors in 1938 was about 675,000 rupees. Interest is paid at the rate of 2 per cent. per annum.

4:G: Brit., Colonial Office G-3 (1937) 1939 MM1 Aden MM1

five and three steamers respectively which run between Aden and Mukalla, Shehr, Berbera, Zeila, Perim, Djibouti, Mocha, Kamaran, Hodeidah, Gizan, Medi and Port Sudan. Very frequent services of dhows also trade to and from these ports and in addition to many other little ports on both sides of southern Red Sea, Gulf of Aden up to Persian Gulf and also to Socotra.

Many other shipping lines make occasional calls at Aden in connection with cargo, and other lines call at Aden for bunkers only.

The only ports for which there is a poor direct service are the Levant Spanish and Portuguese ports. Cargo is sent with transhipment at Port Said.

Roads.

There are no railways in the Colony and all transport is by road or by sea. The sea transport is not great and consists of the carriage of salt and building materials from Little Aden to Tawahi and Maala.

It is difficult to give an accurate estimate of the road mileage as the side roads in the town which are used principally by pedestrians and camels do not require to be kept up, and the Royal Air Force maintain certain of the roads which lie in the Military Area. The Aden Settlement maintain 13 miles of bituminous macadam road and 19 miles of water-bound macadam road.

Motor Transport.

On the 31st December, 1937, there were 198 licensed public cars and 53 licensed omnibuses. The number of private cars was 367 and there were 66 licensed lorries and trucks.

The following statement shows the countries of origin of the above motor vehicles:—

		No. of vehicles.
1.	British Empire	234
2.	United States of America...	391
3.	French	9
4.	Italian	36
5.	German	14
	Total	684

Trade with the interior is conducted mainly by camel caravans, but as roads and routes in the Aden Protectorate are being developed more and more cars and lorries are being brought into use.

Post Offices.

The Postmaster at Steamer Point is responsible for the postal services under the general control of the Finance Officer. The offices in the Colony are situated at Steamer Point, Camp and

4 Gt. Brit., Colonial Office G-3 (1937) 1939 MM1 Aden MM1

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Khormaksar. In addition there is a sub-office on Kamaran Island in the Red Sea and one at Mukalla in the Eastern Aden Protectorate. The Eastern Aden Protectorate has also a number of postal agencies.

Prior to the 1st April, 1937, Aden was included in the Indian Postal System and Indian postage stamps were used. As from the date mentioned, Aden became a separate Postal Administration with its own issue of stamps.

The stamp design includes a vignette of an Arab dhow, a type of craft which has been associated with Aden from time immemorial. The denominations of stamps are: annas ½, ¾, 1, 2, 2½, 3, 3½, and 8; and rupees 1, 2, 5, and 10.

Aden, being on the main shipping route between Europe and the Far East, is an important office of exchange. Mails from Europe and India arrive weekly on the P. and O. mail steamer. Bags for British Somaliland are transhipped to a local steamer sailing for Berbera. Mails for East Africa are unloaded and warehoused in the Steamer Point Post Office until a suitable opportunity occurs to forward them to Mombasa, Tanga, Zanzibar or Dar es Salaam as the case may be. Mails are despatched to India and Europe weekly by the P. and O. mail steamers.

Mails between Aden and the local Red Sea and Aden Gulf ports are carried by the local steamers of Messrs. Cowasjee Dinshaw and Brothers and the Halal Shipping Company. Use is also made of the Royal Air Force planes and a local air service to the Hadhramaut and Djibouti.

Aden is off the main trunk air routes from Europe to India and Africa. Air mail letters for transmission to places served by Imperial Airways are sent to Egypt by steamer in the first instance.

The principal letter rates are:—

Inland and India—	
Not exceeding one tola	1 anna.
Each additional tola	½ ,,
United Kingdom and British Possessions—	
Not exceeding one oz.	2½ annas.
Each additional oz.	2 ,,
Foreign Countries—	
Not exceeding one oz.	3½ annas.
Each additional oz.	3 ,,
Registration Fee	3 ,,

Parcels are accepted for transmission directly or indirectly with nearly every country in the world, and a cash-on-delivery service operates with Great Britain and with India. Letters and parcels may be insured up to a value of Rs.3,000.

Direct money-order services exist between Aden and Great Britain, India, Egypt, Sudan, Kenya and Uganda, Tanganyika,

4:Gt. Brit., Colonial Office G-3 (1937) 1939 MM1 Aden MM1

Zanzibar and the Italian East African colonies. Indirectly, money-orders may be sent to nearly every country in the world. By far the greatest volume of traffic is between Aden and India. On an average about 6 lakhs are remitted to India by money-order annually.

British postal-orders are on sale and are cashed at all sub-offices.

There is a Post Office Savings Bank. The amount standing to the credit of depositors in 1937 was about 6 lakhs. Interest is paid at the rate of 2 per cent. per annum.

There is no internal telegraph system. The telephone system is described in the following paragraph. External telegraphic communication (both by cable and wireless) is maintained by the Eastern Telegraph Company.

Telegraphs.

External telegraphic communication with Aden is maintained by the Eastern Telegraph Company. This company was formed in 1872 to take over, and operate as a whole, cables between England and India, which had already been laid and were being worked under the control of several independent companies.

The formation of the Eastern Telegraph Company was followed by a steady development of the cable system, and Aden immediately became an important junction station, inasmuch as the Red Sea cables branch out from Aden to Bombay, Colombo, Seychelles and Zanzibar, and telegrams from England and the West generally, destined for India, Ceylon and the Far East, Mauritius and Madagascar, and East and South Africa were retransmitted from Aden into the corresponding cable eastwards.

Although, with modern improvements and inventions, retransmission by intermediate stations along a chain of cables is now done by automatic relays, Aden has always remained an important cable centre, and is in touch with all parts of the world through the communications system of Cable and Wireless Limited with which the Eastern Telegraph Company is now associated.

The Eastern Telegraph Company also operates a wireless station, maintaining point-to-point services between Aden and Berbera, Djibouti, Kamaran, Perim, Mukalla, Assab, Alula and Bahrain.

Direct communication with the Yemen is provided by means of a cable from Aden, which is landed at Sheikh Said on the Yemen coast opposite Perim.

The main cable office at Ras Boradli is always open for the reception and despatch of telegrams. There are branch offices at Steamer Point and Aden Camp, which serve the shipping and business centre.

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Clairways, and the French Government to operate a number of scheduled local services. Numerous charter flights were allowed. 509

Port Trust

The activity of the port continued to increase. Receipts under all budget heads were expected to exceed the estimates and, in some cases, by a considerable margin. It is too early to judge what effect the economic crisis may have on the port. 504 503

The supply of coal for bunkers continued to exceed pre-war figures by a large margin. The supply of oil-fuel for bunkers also exceeded pre-war figures.

Plans and estimates were undertaken for an extension of Maalla Wharf for lease to private interests and an order was placed in the United Kingdom for a small grab dredger.

Eighteen new harbour buoys were ordered from the United Kingdom and further anchors and mooring chains will be obtained in order to provide additional berths and modernise existing berths; provision is being made to accommodate vessels of greater length. The s.s. *Ile de France* visited Aden on several occasions. She is by far the largest vessel ever berthed at the port, her dimensions being 790 feet in length and over 34 feet in draught.

Posts and Telephones

There was a further increase in post office business during the year and accrued revenue was nearly two and a half times that earned in the last pre-war year. 451 205

There was a small increase in the transit mail services on behalf of the Somali Coast countries and Eritrea. Parcel mails in each direction between Aden and the United Kingdom were as extensively used as in 1946, and there was a slight increase in the number of gift parcels despatched from Aden to the United Kingdom.

There was a marked improvement in the frequency and in the time of transit of surface mails to and from India and Great Britain. Steadily increasing use was made of air mail services between Aden and overseas countries.

On 31st March, 1947, the pre-war Empire "All Up" air mail scheme, which had been suspended since the outbreak of war in 1939, was abandoned by agreement of all participating countries, and was replaced by a new system of surcharged air mail and light letters. The annual subsidy to the Empire Air Mail Scheme was discontinued and from 1st April payment for the carriage of air mails was made by each postal administration in accordance with prescribed conveyance rates based on weight and mileage.

New air mail postage rates were introduced from 1st July. Substantial reductions were made in the rates for surcharged air mail to all countries and the light air letter rates were retained with a maximum of six annas to Empire countries.

Telephone development was completely checked by the delay in the 206

G.Gt. Brit., Colonial Office C-8 (1947) 1948 MSG Aden

Ababa or Dire Dawa (Ethiopia), and French Somaliland (with connections as required to Kenya, Egypt, the United Kingdom and U.S.A.).

The Indian Airways Ltd. also operated charter flights between India, Aden and Kenya.

SHIPPING

The number of vessels, exclusive of country craft, which entered the port of Aden during 1947 was 2,448 with an aggregate tonnage of 8,937,553. The number of country craft entering the port during 1947 was 2,838 with an aggregate tonnage of 147,577.

The following table shows the number, nationality and tonnage of the vessels which entered the port during the year under review:

Nationality	No.	Tonnage
British	1,417	5,092,683
French	25	114,163
Italian	169	308,248
American	225	1,009,121
Others	612	2,113,338
TOTAL	2,448	8,937,553

POSTS AND TELEGRAPHS, ETC.

There are three post offices in the Colony, two in the Protectorate and one in Kamaran. There are 21 postal agencies in the Protectorate, three money-order offices in the Colony, one in the Eastern Aden Protectorate and one in Kamaran.

There is no internal telegraph system conducted by Government. Cable and Wireless (Mid-East) Ltd. maintain a cable station in Aden which provides cable communication to all parts of the world. They also operate a W/T station communicating with Mukalla, Seiyun and Kamaran, and also with adjacent countries including French and British Somaliland, Ethiopia, etc.

Number of letters dealt with	2,931,817
Number of telephones	966

Chapter 12: Science and the Arts

ARCHAEOLOGY

Major Myers, the archaeologist who was appointed in 1946 to survey antiquities in the Colony, left Aden in February, 1947. He intends to publish the results of his work as soon as his material has been fully examined. Since his departure the direction of antiquities has been in

G.Cl. Brit. Colonial Office C-3 (1948) 1950 MMI Aden M M!

POSTS AND TELEGRAPHS

205 There are three post offices in the Colony, two in the Eastern Aden
206 Protectorate and one at Kamaran. There are 21 postal agencies in the Eastern Aden Protectorate. Money-order business is transacted at the three post offices in the Colony, at one in the Protectorate and at the post office at Kamaran. Communication with all parts of the world by air mail is maintained through the airline services of the British Overseas Airways Corporation. Air mail is also carried to Ethiopia by Ethiopian Airlines. Automatic telephone service is available at Aden and Sheikh Othman.

Telegraphic communication with all parts of the world is maintained by Cable & Wireless (M.E.) Ltd. from cable stations in Aden and Perim. Cable & Wireless (M.E.) Ltd. also maintain a wireless telegraph station in Aden for communication internally with Mukalla and Kamaran, and externally with British and French Somaliland, Ethiopia, etc.

Number of letters dealt with	3,439,782
Number of telephones	1,059
Number of broadcasting stations	1
Number of wireless receiving licences	512
Number of radio diffusion subscribers	Nil

Chapter 12: Science and the Arts

ARCHAEOLOGY

172 No archaeological excavation was carried out in either the Colony or the Protectorate during the year. A number of inscriptions, both in private hands in the Colony and in sites in the Beihan area of the Western Aden Protectorate, were copied, and some of them will be published in 1949.

BRITISH COUNCIL

658 The Memorandum defining the aims and work of the British Council in the Colonies was received in September. The British Council is enjoined "to seek to stimulate and foster an interest in British culture by creating opportunities for those who are capable of pursuing such an interest to meet for courses of study, formal or informal discussions, lectures, dramatic performances, play readings, music, film shows and exhibitions of works of art, etc.," and further "to seek to encourage in this atmosphere the fullest possible intermingling of races".

The British Council had to withdraw from the teaching of English and Arabic in both the British Institutes (for men and for women). The School Certificate class also had to be given up. As from the beginning of April, the twelve scholars who had been sent to the Sudan to be trained as teachers, and the cost of whose travel to and from and maintenance in the Sudan had previously been defrayed by the British Council, were taken over by the Aden Government Department of Education.

1948 was not, however, entirely a year of retrenchment. Extra-mural

All roads are kept in reasonable repair, and as and when funds and materials permit, existing unmade roads are surfaced.

The Colony has :

Bituminous Macadam Roads	*Water bound Macadam Roads*	*Unmade Roads*	*Total*
56·07 miles	6·30 miles	11·9 miles	74·27 miles

The Development Committee has recommended that £200,000 of the surplus funds of the Colony be used for improving roads, and £37,500 of this sum was spent in making up new roads in 1949 and 1950.

The roads are well sign-posted and traffic lines provided where necessary. Road reflecting studs are also fitted on dangerous bends and some narrow roads. All street lighting is by electricity, and most main roads and the majority of the secondary roads are lighted.

The expenditure on roads during the years 1949 and 1950 was £74,000.

The following vehicles were registered at the Police Traffic Office :

	1949	1950
Taxis	196	196
Omnibuses	61	61
Private cars	1,419	1,115
Commercial vehicles ..	337	322
Motor cycles	76	74
Horse gharries	12	6
Camel carts :		
Water carts	30	36
Loading carts	58	64
Bicycles	132	126

POSTS AND TELEGRAPHS

There are four post offices in the Colony, two in the Eastern Protectorate and one at Kamaran. There are also 21 postal agencies in the Eastern Aden Protectorate. Money order business is transacted at the four post offices in the Colony, at one in the Protectorate and at Kamaran. Communication with all parts of the world is maintained mainly by the use of the British Overseas Airways Corporation services.

Cable & Wireless Ltd. provide cable and telegraphic communication with all parts of the world and operate a wireless telegraph station which works to Perim Island, Kamaran, Mukalla and Seiyun in the Eastern Aden Protectorate, and to adjacent countries, i.e. French and British Somaliland, Ethiopia, Yemen, etc.

The overseas radio-telephone service with the United Kingdom was formally opened on 17th July, 1950, by the Secretary of State and His Excellency Sir Reginald Champion. The service is also extended to Kenya, Uganda and Tanganyika and it is hoped that eventually it will be available to India.

The automatic telephone exchange continues to be congested and there can be no substantial improvement until a new exchange

G. Brit., Colonial Office C-3 (1949-50) 1951 M41 Aden

and cabling scheme are installed. Plans to this end are now nearing completion.

The following are statistics of posts, telephones and wireless receiving licences:

	1949	1950
Number of letters	4,130,000	4,312,000
Number of telephones	1,217	1,338
Number of wireless receiving licences ..	894	904

CIVIL AVIATION

Considerable development has taken place in the last year as a result of the British Overseas Airways Corporation's decision to base their Red Sea area services on Aden, and to form a subsidiary organisation under the name of Aden Airways. Aden is now the air capital of the region and regular and reliable services are available to all the surrounding territories. Special pilgrim services are run to Mecca, including direct flights from Mukalla to Jedda.

As a result of agreement reached with the Royal Air Force, a civil airport is being constructed within the limits of the Royal Air Force aerodrome at Khormaksar. The Colony is indebted to His Majesty's Government for an allocation of £56,000 to defray the capital cost of this scheme, the grant being made under the Colonial Development and Welfare Act.

The opening of the Civil Airport has necessitated the appointment of an Airport Manager and staff, and the department is now able to provide a dawn to dusk flight information service for enquirers in Aden.

SHIPPING

The number of vessels, exclusive of country craft, which entered the port of Aden during 1949 was 3,901 with an aggregate tonnage of 15,751,064 and in 1950 the number was 4,283 with a tonnage of 17,964,884.

The number of country craft which entered the port during 1949 was 2,199 with an aggregate tonnage of 154,854 and in 1950 1,643 with a tonnage of 128,201.

The following table shows the number, nationality and tonnage of the vessels which entered the port during the years 1949 and 1950:

	1949	
Nationality	*Nos.*	*Tonnage*
British	2,344	9,906,420
French	72	372,254
Italian	328	635,014
American	75	328,377
Others	1,182	4,508,999
	3,901	15,751,064

R.Ol. Brit., Colonial Office G-3 (1951-52)1954 MAG Aden MM1

509 Airways Limited, Air India International, B.O.A.C., Ethiopian Airlines Incorporated, and Misrair. Aden Airways Limited connects Aden Colony with the Protectorate through its twice weekly service to Mukeiras and weekly service to Riyan, with extensions on alternates weeks to Qaia and Ghurof. The Company also maintained twice weekly services to and from Cairo through Asmara, Port Sudan and Jeddah, with a weekly stop at Kamaran, Djibouti and Assab. A weekly service was operated to and from Khartoum via Djibouti and Asmara. Another weekly service operated to Hargeisa, Mogadisho and Mombasa. Hargeisa was the final destination of a flight operating weekly through Berbera. Aden Airways flights to Ethiopia operated weekly to Dire-Dawa returning via Djibouti, and twice weekly to Addis Ababa via Djibouti and Dire-Dawa (omitting Dire-Dawa on one outward flight). A weekly service was inaugurated by Aden Airways to Karachi via Riyan and Bahrein but was subsequently withdrawn through restrictions being imposed by the Saudi Arabian authorities on flights across the "Empty Quarter".

Air India International, using Constellation aircraft, operated a weekly service from Bombay to Nairobi via Karachi and Aden without commercial rights on the sector Aden-Nairobi. A fortnightly tourist service using Skymaster aircraft on the same route was added in December, 1952.

B.O.A.C. commenced a weekly return service with Hermes aircraft on the route London-Rome-Cairo-Aden-Nairobi in May, 1952.

Ethiopian Airlines Inc. operated a daily passenger/freight service by Dakota between Addis Ababa and Aden via Dire-Dawa and Djibouti with one additional weekly passenger service. After the federation of Ethiopia and Eritrea one of the freighter services was re-routed and another service added.

Misrair commenced operations to Aden with Viking aircraft in May, 1951, maintaining a twice weekly service from Cairo via Asmara calling at Khartoum and Jeddah alternately.

A steady increase has been apparent in the number of civil aircraft landing in the Colony. Landings during 1952 totalled 1,713 compared with 1,498 in 1951.

POSTS

•205 There are four post offices in the Colony, two in the Eastern Protectorate and one at Kamaran. There are also 21 postal agencies in the Eastern Protectorate. Money order business is transacted at the four post offices in the Colony, at one in the Protectorate and at Kamaran. The following items of mail were dealt with :

1951	1952
4,938,800	5,723,800

206 An automatic telephone system is in operation in Aden and Sheikh Othman. An overseas radio-telephone service provides communication with the United Kingdom and Kenya and in 1952 the service was extended to certain places on the continent of Europe and to the

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Aden-Mal

439 Restrictions imposed by Eritrea and Somalia on the importation of goods from Aden were causing some dissatisfaction.

491 The Colony is served by good roads which extend to Shaikh
494 Othman and Lahej. Increasing use is being made of motor
505 vehicles on some 700 miles of tracks in the Western Aden Pro-
506 tectorate, but communications with the Hadramaut coast are
• 205 almost entirely by sea or air. Since the Colony ceased to be
436 administered by the Government of India in 1937, it has had its own postal administration and issued its own stamps. When India became independent in 1947, the Aden Government began to consider abandoning the rupee as the legal currency, but the change to the East African shilling (divided into 100 cents) was not effected until October 1951, when Aden came under the jurisdiction of the East African currency board.

651 The main sources of revenue are income tax, excess profits
652 and other direct taxes, and excise duties. Revenue for 1951–2 was £1,577,846 and expenditure £1,597,400 plus a contribution of £1 million to the development fund. The development plan, as revised in 1949, envisaged the expenditure in three years of £9,013,000, of which 55 per cent was to be provided by the Colony's own surplus balances and 15 per cent by the British Government under the Colonial Development and Welfare vote, while it was hoped to raise the remainder (£660,000) as loans in London. Further proposals for development until 1956–7 at an additional cost of nearly £4 million were being considered by the Colonial Office at the end of 1952. In 1953 development plan expenditure approved[1] for the Colony and Protectorates reached a total of £8,070,000, of which £870,000 came from Colonial Development and Welfare funds and
658 £5,400,000 from local loans and resources.[2] Meanwhile, under
[373 the educational part of the 1949 programme (16 per cent of the
374] total) an Aden College of upper secondary status and a technical college have been built, and a number of primary and secondary schools built or enlarged. In 1950 5,130 boys and 1,560 girls were receiving primary, and 1,350 boys and 256 girls secondary education in government or private schools. Egyptian women teachers were being employed in post-primary schools owing to the shortage of qualified Aden women. Overseas scholarships to the Anglo-Egyptian Sudan and Great

[1] In principle, but subject to further revision.

[2] In December of that year the Aden Government floated a public loan for the first time for the financing of development works, including a new power station, a new telephone exchange, and major water improvements. A total of £1,500,000 was issued in 4½ per cent stock of which £480,000 was taken up by Colonial Government funds, £100,000 reserved for public subscription in Aden, and £870,000 was placed on the London market.